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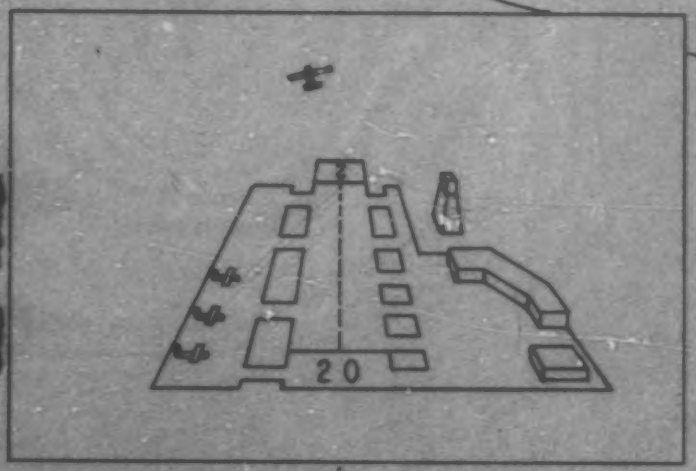
HIGH MOUNTAIN FLYING

in

SKI COUNTRY, U.S.A.



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HIGH MOUNTAIN FLYING

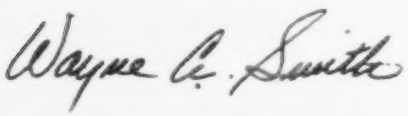
INTRODUCTION

Colorado's mountains attract visitors from all over the world. People are held in awe by the spectacular beauty of the Rockies. Fishing, golfing, relaxing and the pure beauty of spring attracts many visitors, while hikers and bikers thrive on the challenges presented by the mountain trails and roads in summer. The changing colors of the aspen trees attract nature lovers in the fall, while winter provides the ski resorts with plenty of snow to satisfy the ski enthusiasts.

Our mountains attract aviators unfamiliar with weather situations that occur in the Rockies, especially during the winter season. Statistics show that pilots unfamiliar with mountain flying, too often, find themselves in situations requiring sharper skills than they may be able to provide.

Pilot skills and judgment are the result of reinforced behaviors and constantly applied techniques. This reinforcement can be positive or negative. We do not have control over the weather. We do have control over our judgment and skill. This book is an aid to assist you in your decision-making process.

The information contained in this book is intended to assist you during your trip to the high country of Colorado. We want your journey to be safe, we want you to come back, and we want you to bring others with you. But a safe trip is our number one concern. Use the information we have provided to assist you with your trip. Plan ahead - prepare for the possibilities that you may encounter. Have a fun and safe trip in Colorado Ski Country USA. We look forward to working with you and helping you in any way we can.



Wayne A. Smith, Air Traffic Manager
Denver Air Route Traffic Control Center

DOs and DON'Ts of MOUNTAIN FLYING

Some of the following DOs and DON'Ts of Mountain Flying have been extracted from the Department of Transportation Book AC 91-15, "Terrain Flying." They deserve very careful consideration by any pilot who plans to conduct flight operations in mountainous country. A pilot inexperienced in such country may well have thousands of hours of flying time; however, if he cannot control his aircraft smoothly, efficiently and in general accord with these age-old rules and guidelines, he has no business in mountainous terrain.

- If you are a transient pilot, land at an airport away from the mountains and talk to the local pilots or the Accident Prevention Counselor in that area to find how best to get to your destination.
- Arrange the flight to avoid topography which would prevent a safe forced landing.
- Maintain sufficient altitude at all times to permit gliding to a reasonably safe landing area.
- Plan the flight along routes that include populated areas and well-known mountain passes.
- Sectional charts are much better than World Aeronautical Charts (WAC) for details. Study them thoroughly for altitude over the route and for obvious check points. Prominent peaks often make good check points.
- Watch for compass irregularities in areas of local magnetic disturbance, usually marked on maps. Magnetic disturbance can vary from 0 to 47 degrees.
- Don't fly in light aircraft when the winds aloft at your proposed altitude are above 20 to 25 knots. Expect winds to be of much greater velocity over mountain passes than reported in areas a few miles away.
- Know your wind direction at all times. Compare it to water as it flows up, over, and down the mountain ranges. Look for smoke, dust, and shadows of clouds on the ground to aid in determining wind direction. Watch for abrupt changes of wind direction and velocity in the mountains.
- Don't fly near or above abrupt changes of terrain such as cliffs or rugged areas. Very dangerous turbulence may be expected, especially with high winds.
- Don't fly up the middle of a canyon at any time. It is better to fly along one side or the other so that you will be in a better position to execute a 180-degree turn. Also, never fly so far up the canyon that a downdraft might trap you.
- Don't get excited if you get in a downdraft. It will usually cease, leaving enough altitude above the ground to maneuver the aircraft safely away. However, do not count on this in extremely turbulent air or in canyon areas.

- When encountering a downdraft, maintain sufficient airspeed. Guard against stalling the aircraft and fly out of the downdraft immediately with full throttle. Proceed to an area of updraft or smoother air.

- Realize that the actual horizon is near the base of the mountains. The mistake of using the summit of the peaks as the horizon will result in the aircraft being placed in an attitude of constant climb. This could inadvertently lead to a stall from which a recovery may be impossible.

- Approach mountain passes with all the excess altitude possible. Downdrafts of as much as 1,500 to 2,000 feet per minute may be encountered on the leeward side. Approaching the passes over a ridge will reduce this effect considerably. A clearance of 1,500 to 2,000 feet is preferred on windy days.

- Expect winds above 10,000 feet to be prevailing westerlies in most western state areas.

- Approach passes and ridges at a 45-degree angle so that, if necessary, you need only turn 90 degrees to the lower terrain instead of 180 degrees.

- Many experienced pilots advise that an inexperienced pilot who plans to land at a high altitude field should make a power approach and a power wheel landing. This procedure is definitely advisable in gusty air. Check density altitude before departing.

- When parking an aircraft on sloping terrain, be alert to the possibility of fuel siphoning overboard. It may be necessary to place the fuel selector in the "off" position when the aircraft is parked or tied down.

- When taking off into the wind in a narrow canyon with several sharp bends, downdrafts may be encountered without warning.

- Always check your ELT (first 5 minutes past any hour) to ensure it is operational.

- Often, pilot reports are the only reports you get in the mountains. Denver Flight Watch 122.0 actively solicits and disseminates reports from pilots flying in the mountains. Monitor 122.0 for current reports.

- Density altitude is a criterion used to determine performance capabilities of an aircraft. Air density decreases with altitude. As air density decreases, density altitude increases. The further effects of high temperature and high humidity are cumulative, resulting in an increasingly high density altitude condition. High density altitude reduces all aircraft performance parameters. Density altitude is the altitude at which the airplane **thinks** it is and performs accordingly. CHECK YOUR DENSITY ALTITUDE!

- Many times an IFR or VFR flight will climb above the altitude where oxygen is required by regulation. Portable oxygen comes in very handy at these times. Review FAR 91.32.

- Enrich mixture before landing so that power will be available for a go-around.

- Very seldom is a flight in mountainous areas purely routine---learn to expect the unexpected.

- Remember that you, the pilot, have complete responsibility for the Go/No-Go decision based on the best information available. Do not let compulsion take the place of good judgment---know you can go OR stay on the ground.

IFR

DO:

- File your flight plan early.
- Get a complete weather briefing.
- Check for traffic delays.
- Avoid Friday afternoon through Sunday (November to April) if possible.
- Anticipate delays; plan an alternate.

DON'T:

- Be a "scud" runner.
- Expect to "JUST" go to Aspen, Eagle, Gunnison, Hayden, Rifle or Telluride.
- Expect to get there that day if you are late.
- Cancel your IFR and try to sneak in VFR in marginal weather.

VFR

DO:

- File your flight plan.
- Get a complete weather briefing.
- Avoid Friday afternoon through Sunday (November to April) if possible.
- Anticipate marginal weather.

DON'T:

- Plan to pick up an IFR clearance in the air.
- Be a "scud" runner.

IFR

DO:

- File your flight plan early.
- Get a complete weather briefing.
- Before starting engines, coordinate with the tower/FSS (as appropriate) for possible delay information.

DON'T:

- Depart VFR and expect an IFR clearance from Denver Center without prior approval.
- Fly on Friday afternoon through Sunday (November to April) if possible.

VFR

DO:

- File your flight plan.
- Get a complete weather briefing prior to departure.
- Avoid Friday afternoon through Sunday (November to April) if possible.

DON'T:

- Depart in marginal VFR weather. The mountains and weather in Colorado can be very hazardous to your health.
- Expect VFR flight following from Denver Center due to sector workload.
- Depart without a VFR flight plan on file. Include an exact route of flight.

NOTES

WINTER FLYING

Winter flying is not particularly hazardous if you, the pilot, use a little extra caution and exercise good judgment in analyzing weather situations. By observing the following precautions, winter operation of your aircraft will be safer.

- Thoroughly familiarize yourself with your aircraft and engine handbooks in order to know intimately all systems and the recommended winter operation procedures.
- Know that winter's low temperatures can change the viscosity of engine oils, reduce the effectiveness of the battery, and precipitate metal failures in various component parts of your aircraft with little or no warning. For this reason, engine preheat is essential.
- Conduct your preflight planning and flight preparation with the attention to detail appropriate for the intended operation.
- Winter daylight hours are few; plan your flight accordingly. If your night experience is limited, be aware that night operation in winter can impose a special hazard all its own.
- In making your business appointments, always give yourself an out by informing your contact that you intend to fly and will arrive at a certain time, unless the weather conditions are unfavorable.
- A VFR pilot should avoid taking chances if the weather is marginal. Stay on the ground! A marginal weather operation in the winter is doubly hazardous since a pilot may be severely handicapped in selecting either an alternate course of action or a change in destination.
- Study the trend of the weather religiously in order to operate with maximum safety. Check all available weather information.
- Never fly into snow or rain showers which obscure the terrain. Use your good judgement and the 180 degree turn before you lose forward vision and become a statistic.
- Do not attempt to fly on instruments or on top of an overcast if you are not instrument rated, current AND flying a properly equipped aircraft.
- Never attempt to take off with frost, ice or snow on the windshield, wings or control surfaces of your aircraft.
- Be forewarned that many pilots have inadvertently been placed on instruments following a take-off in beautiful VFR weather flying aircraft that had been parked outside overnight. The condensation of moisture in the heater ducting can completely cover the windshield from the inside. When conducting such an operation, make sure that the heater and air vents have purged the moist air prior to take-off.

- Winter conditions cause the local weather to change radically in a short amount of time. A local fixed-base operator or Accident Prevention Counselor would have the best advice about local flying conditions. Use their experience and knowledge for your own benefit!

- Have the following items checked for winter operation: cabin heater system for operation and leaks (CARBON MONOXIDE CAN BE DEADLY), exhaust system, windshield defrosting system, engine idle speed, carburetor heat, and brakes.

- During let-down, it may be difficult to keep the engine warm enough for high power operation, if needed. It may be desirable to use considerably more power than normal during approaches to avoid excessive engine cooling. A rapid throttle operation may result in engine failure.

- Be alert during winter months for white-out conditions. You could find yourself in instrument conditions with a complete loss of visual contact due to snow covered terrain, haze, and falling snow.

- Depth perception may be faulty when attempting to land on unbroken snow-covered surfaces or at night in marginal weather conditions.

- YOU, the pilot, have complete responsibility for the Go/No-Go decision based on the best information available. DO NOT let compulsion take the place of good judgment.

- Carry blankets, flares, and survival gear in case of an emergency. Even in the summer months, it can be very cold in the mountains, so...BE PREPARED.

MOUNTAIN WEATHER

Mountain flying is much different from flying over the plains. The information contained in this article is paraphrased from "Mountain Flying", FLYING Magazine, July 1979. It is relevant information and can help to make your mountain trip a truly wonderful experience.

Mountain flying, like flying itself, cannot be learned from books or articles; it cannot be boiled down to rules of thumb. Pilots who frequent high-country strips know their way by experience. They can do things and get places that you and I, without perfect conditions or lots of luck, can't. Added to their experience, however, is the ability to visualize the unseen and to understand how the mountains affect air movements and weather.

Mountains manufacture their own recognizable weather. You fly toward them and find clouds building. Mountains vertically mix air masses of different temperatures. Besides the updrafts, downdrafts and turbulence that are created, the mixing produces condensation as moist air from lower levels rises and cools.

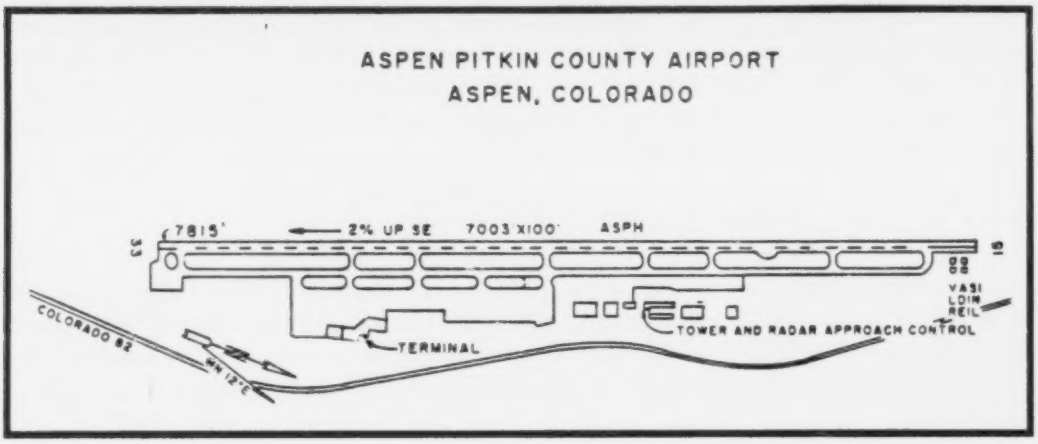
The presence of so-called "orographic" clouds - those produced by flows around mountains - is helpful in visualizing wind conditions. In the contour of the cloud, you can see the smooth upslope flow and the ragged, turbulent character of the spillage down a steep lee slope, which resembles that over the rear part of a stalled wing. Flow down a lee slope is not always turbulent and if the slope is gradual, it may remain smooth. Clouds piling high above a mountain often have a characteristic humped shape to a height thousands of feet above the peak, showing the extent of terrain influence on air motion.

Because of the extent of mountain effects, it may be useless to climb to avoid turbulence, or to stay miles away from ridges (except on the upwind side, which is usually smooth). Flying from east to west across the Rockies requires some strategic forethought. With a strong eastward or southeastward flow, the turbulence will begin over the Great Plains an hour before you reach the mountains. Also, it may be better to take off well to the east, climb to maximum altitude before reaching the mountains and then continue over them.

Sometimes the winds over a ridge produce wave or lenticular clouds; a series of lens-shaped clouds in trail at 20- or 30-mile intervals downwind of a peak. Close up, you can clearly see the wind flowing into the leading edge of the cloud and out the trailing edge. Beneath each "lennie" is an area of severe turbulence, often invisible, called the rotor; sometimes the rotor extends to the ground and lifts curtains of dust and sand vertically into the air, flagging a place not worth flying through.

Since updrafts and downdrafts in mountains can easily outperform airplanes, it may be impossible to fly safely among mountains in windy conditions without knowing intimately the places where the good and the bad conditions will be found. Downdrafts have caused airplanes to fly into the ground. Safe mountain flying can be accomplished with the proper knowledge, training and attitude, but don't expect second chances if you insist on trying it unprepared.

All of these warnings should be enough to deter anybody from trying to fly in the mountains. Actually, not to have flown in the mountains is to have missed a wonderful experience...not only because of the beautiful scenery, the crisp air, the change of focus brought about by wilderness itself, but because of the thrilling sense of motion and of interaction with the world. Many times the mountains are calm, clear and very kind.



FAA TOWER AND RADAR APPROACH CONTROL

The FAA operates a Tower and Radar Approach Control at Aspen from 0700 until 2200 local. Prior to December 1, 1989, Approach Control services are available to all IFR aircraft and any VFR aircraft involved in an emergency. VFR aircraft should call the Tower on 118.4 MHZ approximately 15 miles from the airport for traffic advisories and airport information.

Effective December 1, 1989, VFR aircraft will be encouraged to call Approach Control on 134.9/288.3 MHZ for radar traffic advisories when approximately 25 miles from the airport.

On April 1, 1990, all VFR arrivals to Aspen will be sequenced (Stage II) unless this service is declined by the pilot.

ATIS is available on 120.4 MHZ and Ground Control is 121.9 MHZ.

Special Notes:

Use of landing lights is highly recommended at all altitudes when inbound to Aspen as sighting traffic when the aircraft is below terrain level is extremely difficult.

The Aspen Airport normally is configured as an opposite direction operation. Pilots should be particularly alert for opposite direction aircraft while flying on or near runway centerline. The Aspen radar is a beacon-only system. Weather, terrain and aircraft without transponders are not displayed. Therefore, radar service is available only to aircraft with an operating transponder.

RUNWAY AND LIGHTS

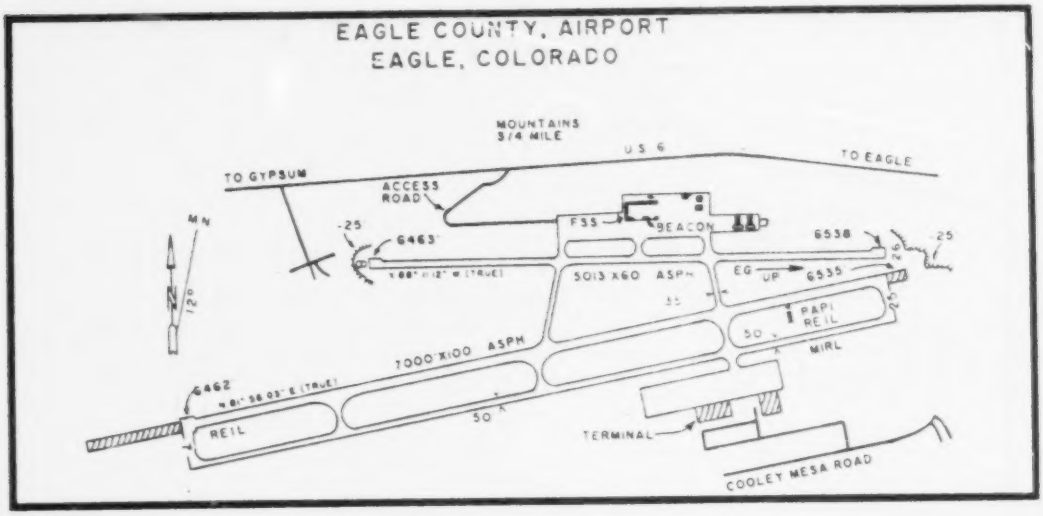
Runways are 15/33. Runway length is 7003 feet and width is 100 feet. Field elevation at the approach end of Runway 33 is 7815 feet with a 2 percent down slope. It is the normal departure runway. Normal landings are on Runway 15 with the uphill rollout. The runway is equipped with runway lights and Runway End Identifier Lights (REIL). Runway 15 also has a Visual Approach Slope Indicator (VASI) system but it is not usable beyond 4 miles due to high terrain. There is a 5-mile down-valley, 7-station, lead-in light system to Runway 15 that is available upon request.

TERRAIN FEATURES

Use caution due to high terrain in all quadrants. To the west the terrain rises 780 feet within 1/2 mile of the runway, and other terrain within eight miles of the airport increases to more than 3500 feet. To the east and southeast, the terrain exceeds 1000 feet within 1 1/2 miles from the runway and 3500 feet within five miles. Up- and downdrafts and wind shear may be present when the Aspen Airport winds exceed 10 Kts.

Contact Aspen Base OPS., 20292B Highway 82, Aspen, CO 81611. Phone (303) 920-2016 for further information.

NOTE: **The maps contained in this flying guide are not to scale and should not be used for navigational purposes in lieu of official publications.**



RUNWAYS AND LIGHTS

Runways are 07/25 and 08/26. Runway 07/25 length is 7000 feet and width is 100 feet. Runway 08/26 length is 5013 feet; width is 60 feet, and is closed except with prior permission. After 0500 UTC the Medium Intensity Runway Lights (MIRL) Runway 07/25; Precision Approach Path Indicator (PAPI) Runway 25 and Runway End Identifier Lights (REIL) Runway 07/25 are activated by keying your radio 7 times in 5 seconds on 123.6.

TERRAIN FEATURES

From the southwest through the north, the terrain rises 6,000 feet within 3 1/2 miles of the runway. Runway 08/26 has sharp dropoffs 100 feet from both thresholds. Runway 25 PAPI is only visible to 6 degrees left of centerline due to terrain. Wildlife may be on the airport.

For IFR clearances, contact Eagle FSS 123.6 BEFORE departure. Contact Airport Manager at (303) 524-9490 for further information.

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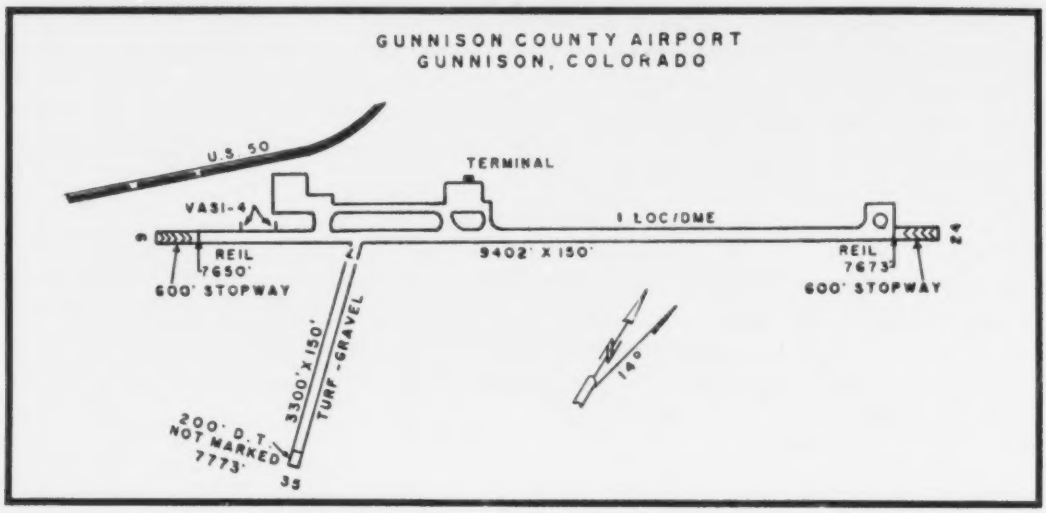

RUNWAYS AND LIGHTS

Runway 06/24 is the main runway. Runway length is 9402 feet and width is 150 feet. Runway 06 has Runway End Identifier Lights (REIL) and Visual Approach Slope Indicator (VASI). Use right-hand traffic for Runway 6. Runway 24 is equipped with REIL. Trees at the end of each runway.

Runway 17/35 (turf-gravel, no landing markers) is closed December through May. When open, use right-hand traffic for Runway 17. Runway 35 threshold is displaced 200 feet. Trees at the end of each runway.

TERRAIN FEATURES

Use caution due to high terrain in all quadrants. Night operations are not authorized.

For IFR clearances, contact Denver Center 127.8 BEFORE departure. Contact Airport Manager at (303) 641-1494 for further information.

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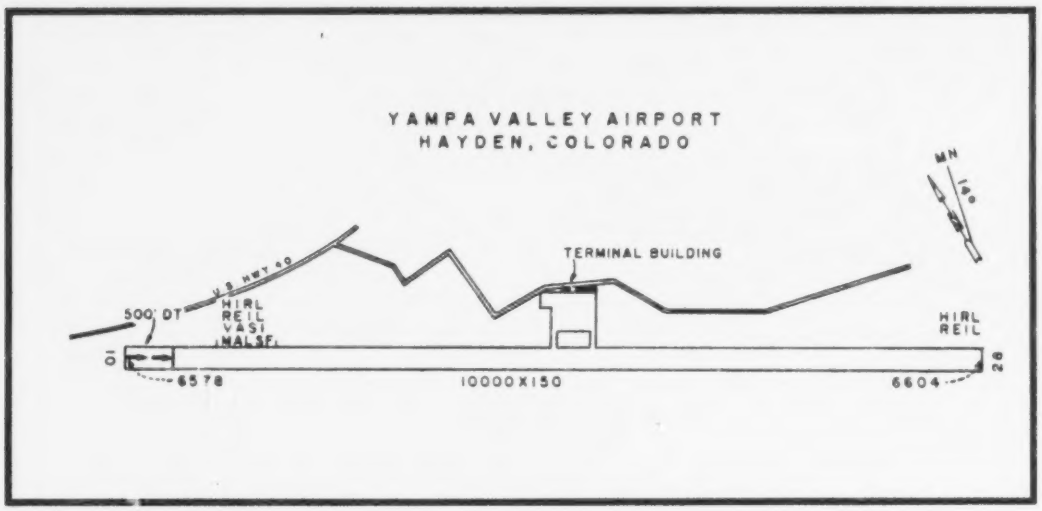

RUNWAYS AND LIGHTS

Runway 10/28 length is 10,000 feet, width is 150 feet and is equipped with High Intensity Runway Lights (HIRL). Runway 10 has Runway End Identifier Lights (REIL), a Visual Approach Slope Indicator (VASI) and a Medium Intensity Approach Lighting System with Sequenced Flashing Lights (MALSF). Runway 10 threshold is displaced 500 feet; right traffic for arrival and departure. Runway 28 is equipped with REIL. **CAUTION:** Power Line.

TERRAIN FEATURES

During snow season, aircraft are required to contact UNICOM 122.8 prior to landing. All aircraft departing Runway 28 make a right or left turn as soon as safety permits to avoid the town of Hayden and comply with noise abatement procedures.

For IFR clearances, contact Denver Center 128.5 BEFORE departure. Contact Airport Manager at (303) 276-3669 for further information.

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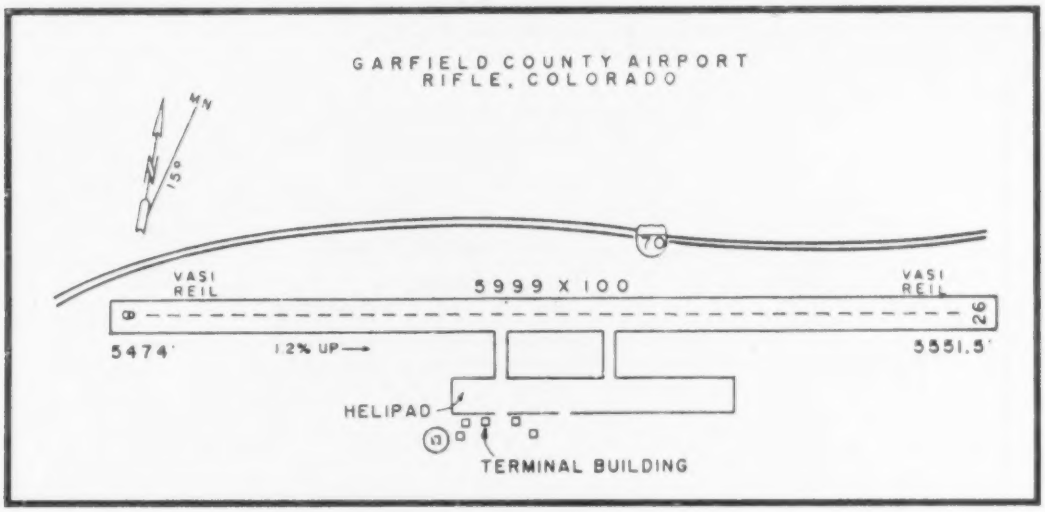

RUNWAYS AND LIGHTS

Runway 08/26 length is 5999 feet and width is 100 feet. Runways are equipped with Runway End Identifier Lights (REIL) and a Visual Approach Slope Indicator (VASI). Pilots are advised to use right-hand traffic for Runway 26.

TERRAIN FEATURES

Power line on mountain (+ 500 feet) one mile southwest of Runway 08 threshold. Occasional deer on runway.

For IFR clearances, contact Grand Junction FSS 122.5 BEFORE departure. Radio reception is good on the ground. Contact Airport Manager (303) 625-1091 for further information.

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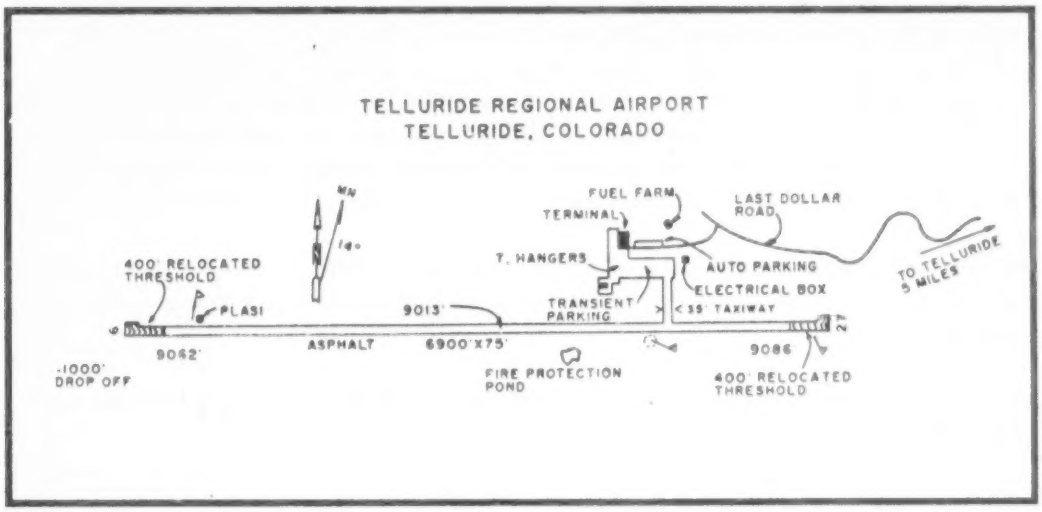

RUNWAYS AND LIGHTS

Runway 09/27 length is 6900 feet and width is 75 feet. The approach end of Runway 09 is 9,062 feet MSL with a 1.5% down slope increasing to 2% downslope to a low point (9,013 feet MSL) near the mid-way point, then transitioning to a 2% upslope to the other end. The runway is equipped with Pulsed Light Approach Slope Indicators (PLASI) set at a 3.5 degree glide slope. Approach straight-in if arriving from the west; right traffic if arriving from the south.

The approach end of runway 27 is 9,086 feet MSL and is the preferred departure runway, accelerating on a 2.0 %down slope for almost half the runway length. Runway 27 is left traffic. For noise abatement considerations, when conditions and pilot experience allow, an early turn to a 15 degree angling final is preferred because of the residential area east of the runway.

Expect updraft and downdrafts on both ends of the runway. Wind shear is possible when winds are greater than 10 MPH. Caution: When winds are southerly in excess of 10 MPH, expect heavy sink over entire runway, especially the middle 4,000 feet.

Landing lights are highly recommended within 10 miles of the airport because of the difficulties of sighting aircraft below the high terrain level.

Traffic pattern altitude is 10,500 feet MSL (1,414 feet above the airport). This may require an earlier than normal descent point from the traffic pattern.

TERRAIN FEATURES

The Telluride Airport sits on top of a high mesa more than 1000 feet above the river valley and surrounded by even higher terrain in all quadrants.

The terrain rises to over 10,000 feet MSL within a mile and a half and continues up to over 13,000 feet MSL within 3.5 miles and soon tops out at 14,150 feet MSL. Southeast thru southwest the terrain rises gradually for five miles, then rapidly up to three peaks higher than 14,000 feet MSL seven miles south of the airfield. Diamond Hill rises to 10,119 feet MSL within two miles to the southwest.

The city of Telluride lies 4.5 miles east at the bottom of an 8,745 feet MSL horseshoe canyon opening only to the west. Mountains exceeding 13,500 feet MSL rise from the city. Flying into this canyon is highly discouraged.

The Airport is open one half hour before sunrise until one half hour after sunset. Night operations are not authorized.

FBO: Mountain Flight Center 1-800-842-6515 or (303) 728-3161. Contact Airport Manager (303) 728-5313 for further information.

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NOTES

Special Program for COLORADO SKI COUNTRY AIRPORTS

In anticipation of the large number of aircraft operating into and out of Colorado Ski Country Airports during the ski season, the following procedures have been implemented to enhance safety and minimize air traffic delays. These procedures for Colorado Ski Country Airports shall be in effect from November through April. (For actual dates see Class II NOTAMs).

- Unscheduled IFR flights operating into a Colorado Ski Country Airport should file an appropriate preferred route between the hours of 1400 UTC and 0300 UTC (0700 MST - 2000 MST) daily. Preferred routing is disseminated via NOTAMs.

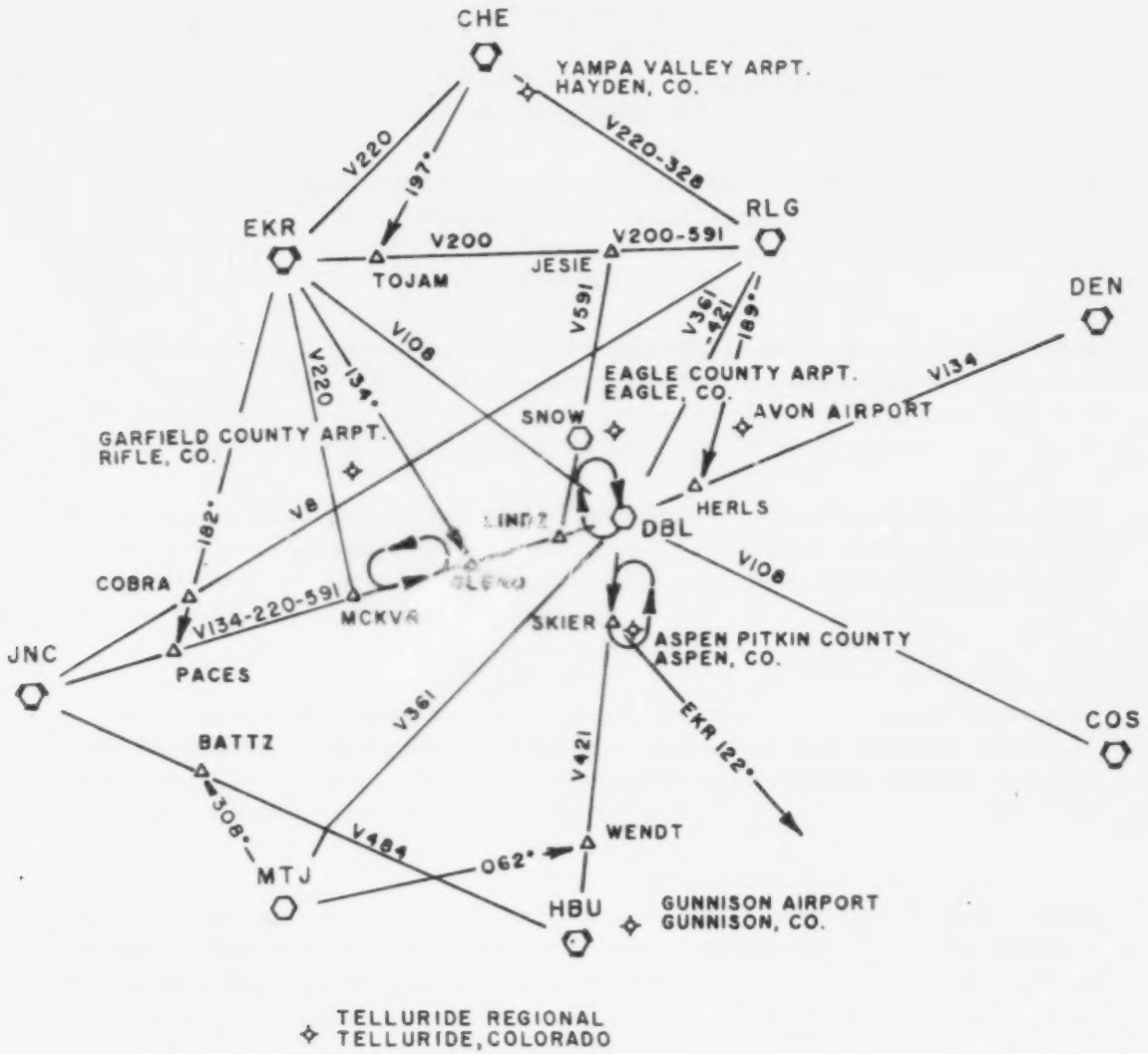
- The Denver Center Traffic Management Unit (TMU) may assign a controlled departure time (CDT) for IFR flights arriving or departing Aspen-Pitkin County/Sardy Field (ASE), Eagle County (EGE), and Rifle County (RIL) airports whenever marginal weather conditions exist. This special Traffic Management Program will be implemented each weekend (Friday, Saturday and Sunday), during all holiday periods, and at other times by special notice. Pilots are encouraged to contact the tower or flight service station prior to engine start-up to obtain the latest information.

- To ensure the success of this special Traffic Management Program, and to minimize additional airborne delays, aircraft inbound to ASE, EGE, and RIL are urged to depart within plus or minus five minutes of CDT.

- During marginal weather conditions or peak traffic demand periods, airfiles and/or change of destination to ASE, EGE or RIL will not be accepted.

- Extensive arrival delays can be anticipated between the hours of 1900 UTC and 0100 UTC (1200 MST - 1800 MST) Friday, Saturday and Sunday. Pilots destined for Ski Country Airports are encouraged to plan their arrivals Monday through Thursday to avoid extensive arrival delays.

ILLUSTRATION



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MOST COMMONLY FLOWN COLORADO PASSES

Elevations given are generally for **ground traffic**, such as the highest point of a road through a pass. All pass elevations are given in height above mean sea level. It is recommended that flights cross passes at least 2,000 feet above the terrain.

BERTHOUD

Route: Denver-Eagle. Highway elevation 11,315 feet. Nearest weather reporting stations are Denver and Eagle. No weather reporting station can see the pass. DEN 258°R 42 NM.

CAMERON

Route: Ft. Collins-Walden. Highway elevation 10,285 feet. The only weather reporting station on this route is Ft. Collins and the pass is not visible to the weather reporters. DEN 301°R 63 NM.

COCHETOPA

Route: Pueblo-Gunnison. Highway elevation 10,860 feet. Weather reporting stations at Gunnison and Alamosa. Pass may not be visible from weather reporting stations under certain conditions. At times, this pass remains open when Monarch Pass is closed. GUC 116°R 27 NM.

CORONA

Route: Denver-Eagle. Elevation 11,680 feet. Arapahoe Peak (13,506 feet) to the north, numerous peaks to the south. Under strong westerly and northwesterly wind conditions, this pass has some of the worst turbulence and downdrafts that occur in Colorado. DEN 269°R 38 NM.

CUCHARAS

Route: Trinidad-Ft. Garland-Alamosa. Highway elevation 9,995 feet. Weather reporting stations are at Trinidad and Alamosa and the pass is not visible to the weather reporters. This pass can be used to fly between the plains of southeastern Colorado and the San Luis Valley when the higher mountains are clear but the valley east of La Veta Pass is filled with fog. ALS 080°R 36 NM.

CUMBRES

Route: Alamosa-Durango. Highway elevation 10,025 feet. Weather reporting stations at Alamosa and Durango. ALS 224°R 37 NM.

INDEPENDENCE

Route: Leadville-Aspen. Highway elevation 12,095 feet. This is one of the highest passes in Colorado and should be avoided by pilots of light aircraft. The only weather reporting station is Leadville and the pass cannot be seen by the weather reporters. DEN 230°R 89 NM or GUC 015°R 45 NM.

KENOSHA

Route: Denver-Salida. Highway elevation 10,000 feet. Weather reporting stations at Denver and Salida, but neither can see much of the route. DEN 229°R 47 NM.

LA VETA

Route: Walsenburg-La Veta-Alamosa. Highway elevation 9,380 feet. Weather reporting station at Alamosa can see the west end of the pass. ALS 048°R 32 NM.

LOVELAND

Route: Denver-Eagle. Highway elevation 11,990 feet. Weather reporting stations at Denver, Eagle, and Leadville but the pass cannot be seen by the weather reporters. DEN 249°R 47 NM.

MARSHALL

Route: Salida-Gunnison. Railroad elevation 10,845 feet. Weather reporting stations at Salida and Gunnison can partially see pass area. GUC 082°R 38 NM.

MONARCH

Route: Salida-Gunnison. Highway elevation 11,315 feet. Weather reporting stations at Salida and Gunnison can partially see the pass area. This pass will, at times, remain open when Cochetopa is closed by weather caused by southwest winds. GUC 072°R 34 NM.

MOSCA

Route: Pueblo-Alamosa. Elevation 9,740 feet. Weather reporting station at Alamosa can see the west end of the pass. ALS 023°R 28 NM.

PALMER LAKE DIVIDE

Route: Denver-Colorado Springs. Highway elevation 7,300 feet. This is a narrow winding gap, and flights should exceed 9,000 feet. Weather reporting stations at Denver and Colorado Springs can partially see area. Ceilings below 2,100 feet at Denver or 1,100 feet at Colorado Springs will generaliy cause zero ceilings over Palmer Lake. It may be bypassed by flying eastward to where terrain is lower. DEN 175°R 47 NM.

PARADOX

Route: Grand Junction-Dove Creek-Durango. There is no particular high point of this route, but rough terrain will force flights above 8,500 feet.. Weather reporting stations at Grand Junction and Durango can see about twenty miles of the ends of the route, but over 100 miles of the route cannot be seen by any reporting station. JNC 177°R 42 NM.

PONCHA

Route: Salida-Poncha Springs-Alamosa. Highway elevation 9,015 feet. Weather reporting stations at Salida and Alamosa with pass partially visible. GUC 078°R 45 NM.

RABBIT EARS

Route: Kremmling-Steamboat Springs-Craig. Highway elevation 9,680 feet. Weather reporting stations at Fraser and Craig, but pass cannot be seen by the weather reporters. DEN 283°R 89 NM.

RED MOUNTAIN

Route: Montrose-Durango. Highway elevation 11,120 feet. Weather reporting stations at Montrose and Durango but most of the route is not visible to the weather reporters. DRO 348°R 45 NM.

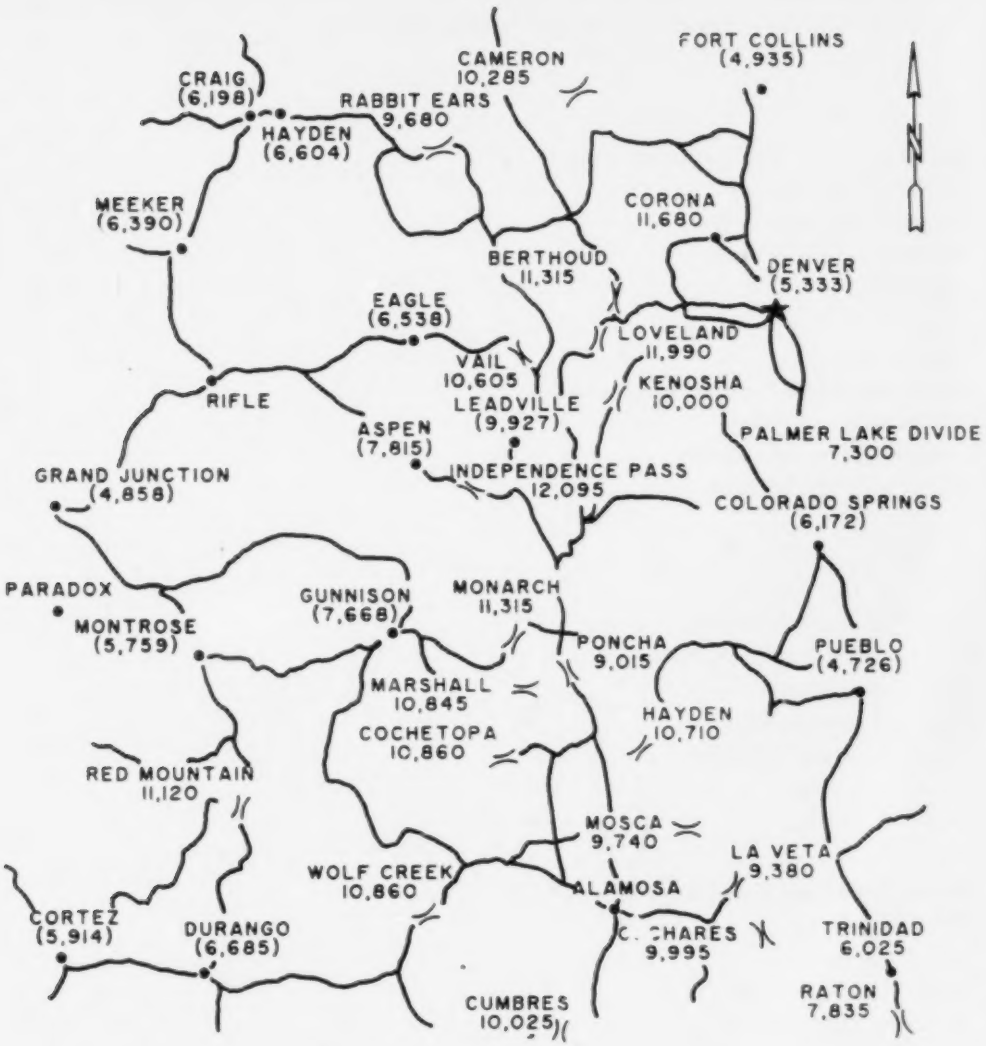
VAIL

Route: Denver-Eagle. Highway elevation 10,605 feet. The pass cannot be seen from Eagle, the only weather reporting station on the route. DEN 244°R 64 NM.

WOLF CREEK

Route: Alamosa-Durango. Highway elevation 10,860 feet. There are weather reporting stations at Alamosa and Durango but a considerable amount of the route is not visible to the weather reporters. ALS 267°R 48 NM.

ILLUSTRATION



NOTE: **The maps contained in this flying guide are not to scale and should not be used for navigational purposes in lieu of official publications.**

APPENDIX - FACILITY ADDRESSES & TELEPHONE NUMBERS

The Northwest Mountain Region has published this flying guide to help make your Ski Country visit safe and pleasurable. If we can be of any assistance or to obtain a copy of MOUNTAIN FLYING, write or call the facility manager at any of the facilities listed below.

Denver Air Route Traffic Control Center
2211 West 17th Avenue
Longmont, Colorado 80501
Telephone: (303) 776-4100

Denver Automated Flight Service Station
7300 South Peoria Street
Englewood, Colorado 80112
Telephone: (303) 799-7016

Eagle Flight Service Station
0545 Airport Road, North Ramp
Eagle County Airport
Gypsum, Colorado 81637
Telephone: (303) 328-6575

Denver Flight Standards District Office
5440 Roslyn Street
Suite 201 Room 216
Denver, Colorado 80216
Telephone: (303) 340-5405

Aspen Tower
Pitkin County Airport
0150 West Airport Road
Aspen, Colorado 81611
Telephone: (303) 925-3703

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